

MOTOR RACING

and
Economy Car News

7th Year - No. 19 - Los Angeles, Calif.

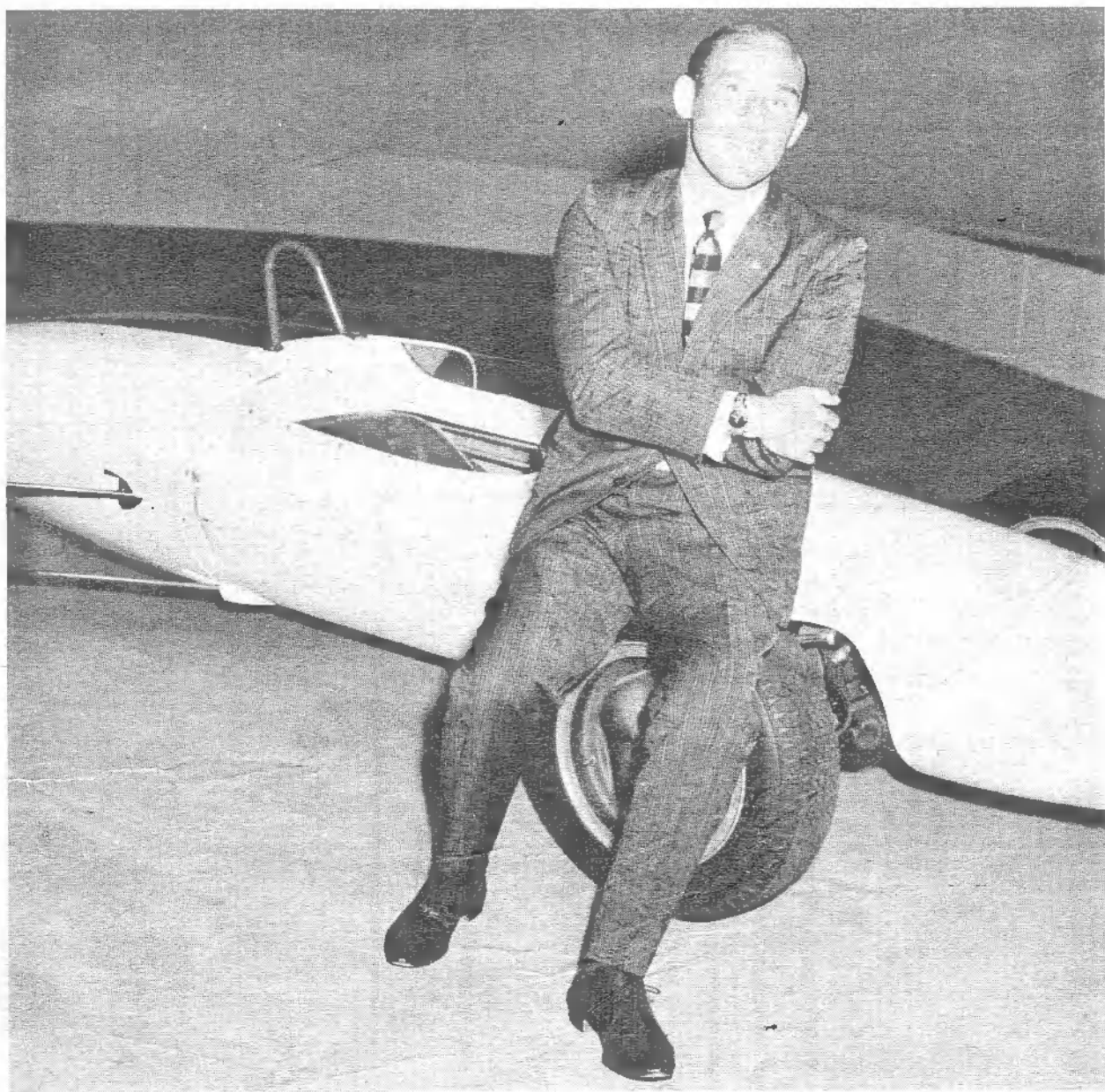
Aug. 10-17, 1962

(Published bi-weekly except last issue of calendar year)

25¢

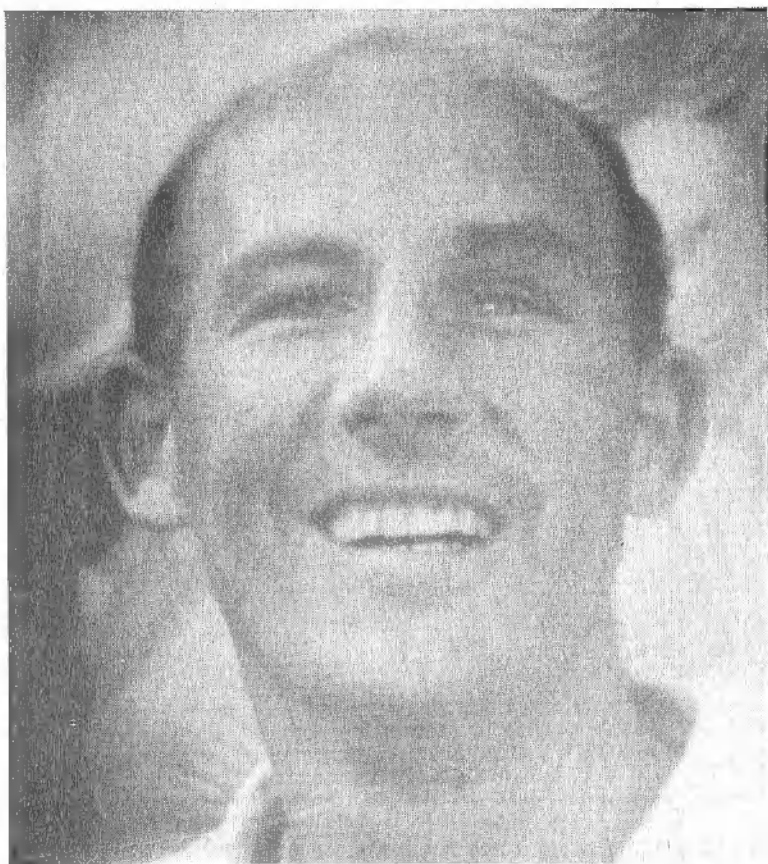
An Interview With Stirling Moss

---See Page 1



STIRLING MOSS, . . . and one of Bob Challman's Lotuses
Recovering from brain damage after race crash

Photo By Lester Nehamkin



MOTORACING photo by Gus V. Vignolle

STIRLING MOSS... He's on the mend and anxious to get going

Moss to Follow Orders of MD's

By GUS V. VIGNOLLE
Editor of MOTORACING

The fabulous Stirling Moss of London and Nassau, the world's most famous racing driver and Mr. Motor Racing himself, was in Hollywood last week and I had the good fortune of spending nearly five hours chatting with him.

What the racing world wants to know after his near-fatal crash at Goodwood on Easter Monday, last April 23 ---

(1) How is he?

Not in tip-top condition, but improving every day after (by his own admittance) being "out for seven days."

(2) Will he race again and, if so, when?

He will race when doctors say he is ready and not until then. But he told me he hopes to be racing by the time you read these lines --- in the Tourist Trophy at Goodwood Aug. 18.

Fear of racing again? None whatsoever. He is itching to get in a racing car again. He can hardly contain himself.

But Moss is intelligent --- more intelligent than the average driver. He should be undergoing another thorough medical checkup within a few weeks.

DECISION IN THE RIGHT DIRECTION

The medics will say "yes" or "no" as far as the present is concerned, or "hold off for awhile." Then the outcome of the decision will be up to him. And I think you can be quite sure that, due to his native intelligence, it will be a decision in the right direction.

Personally, I don't think he will be racing for a long time, if ever. Remember, he was driving the Lotus at a fantastic speed, and, by his prodigious effort, was rapidly making up lost time after he had pitted for five minutes (fouled throttle linkage and gearbox jammed in fourth).

And remember, too, that he flew off the road at about 110mph, slashed along the edge of the course, down into a ditch and then, in a horrifying crash, slammed into an eight-foot-high, embankment at more than 60mph. The car, buckled and reduced to an unbelievable shattered mass of junk, wound up wheels down.

Stirling showed me photo enlargements from motion pictures taken of the accident. It is incredible how anyone lived through that one. He was trapped in the machine for 40 minutes.

EYE HURTS WHEN HE CONCENTRATES

Moss is sharply aware of the brain damage he suffered. Right now, his left eye is sunken in a bit deeper than the other. He has stitches above the eye and on the left cheekbone.

Most serious is that he suffers from a split image, and the eye hurts him when he concentrates.

The great driver's coordination still is not back, and he explained how he fell off several times while water skiing in Nassau recently. Lack of coordination, or how his mind must telegraph to his limbs in carrying out a move, is shown in the fact he must stop ever so briefly before slamming shut the door of a car. Example: you slam the door differently on a Lotus and Cadillac. Today, he must stop and think: "Is that a Lotus or Cadillac door I'm slamming shut?"

IF HE CAN'T GO FAST HE'LL QUIT

"Let's say," he said, "that my automatic reactions are not as deft as they should be."

Moss said it was seven weeks and four days before he could recognize people.

Additionally, he broke a shoulder and a leg, and suffered other injuries.

Out of the corner of my eye, I saw him grab the bannister just a trifle unsteadily as we went down one flight of stairs.

As I said, I think it will be a long time---if ever. Moss told me what plans he has when he quits racing, but it was off the record. The future in racing?

He will not race again if he feels he does not have a chance to win. He has too much pride and too great a record behind him to stumble around like a ham-and-egger.

Continued on page 6

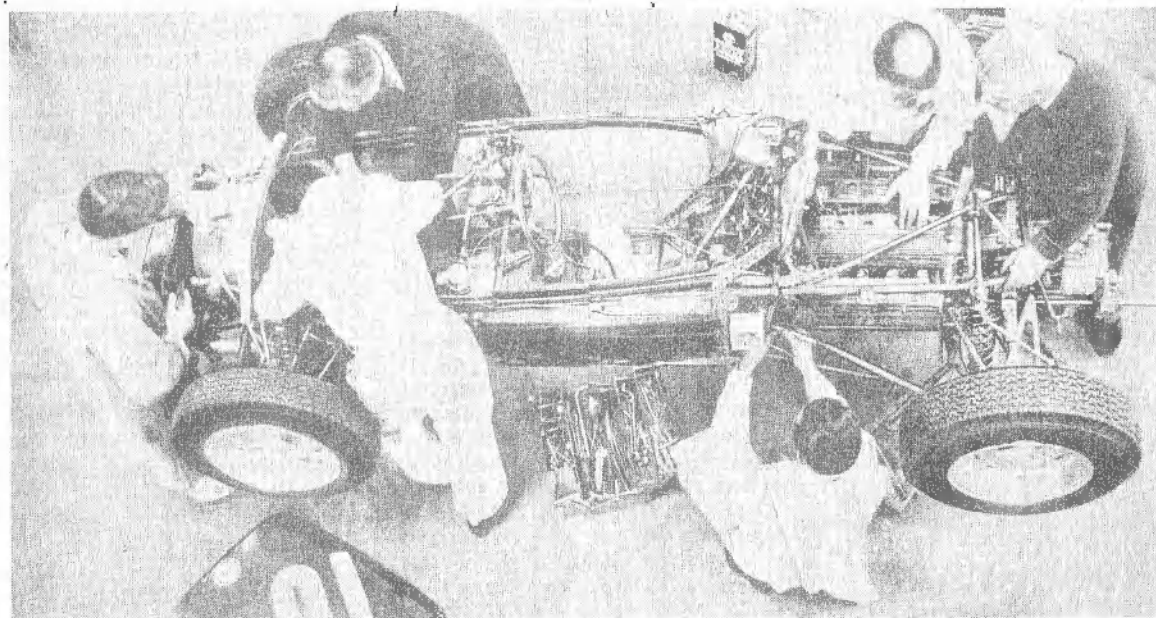
MOTOR and RACING Economy Car News

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THIS CAR leads the scoring of the Formula 1 World Championship Cup for the most successful manufacturer so far this season with 32 points. It is the BRM with a V8 90-degree engine that runs at 11,000rpm. This car has been driven by Graham Hill of Great Britain, who leads the world drivers' championship with 28 points. Following in the manufacturers' race are: 2. Lotus, 27; 3. Cooper, 23; 4. Lola, 19; 5. Ferrari and Porsche, 15 each.

Vignettes

By Gus V. Vignolle

- Louisiest Drivers
- Power Politics
- New Race Track?

Recently, we wondered what had happened to ROGER BARLOW, imported car dealer and racer back in the old days. Just about the time that SAM WEILL telephoned to say Barlow was living in Greenwich Village, NY, and doing documentary films and writing, a story by him appeared in CAR & DRIVER.

The issue featured a splendid section on THE CAR IN CALIFORNIA. Barlow's story was THE GOOD OLD DAYS, and it traced sports car racing here from its start in 1947. It was a good story.

But then I turned to the editorial and was bitterly disappointed to have them tell me that the best drivers in the world (highway, I presume) are in Los Angeles.

I, too, have driven all over the world and in all kinds of conveyances, including rickshaws before the Reds moved into Shanghai. And the louisiest and most miserable drivers I have ever seen are in what is generally called the Greater Los Angeles area.

The other day I had to get my driver's license renewed. Standing around the Dept. of Motor Vehicles, I studied the faces of the male and female jokers waiting for their written and driving tests.

I thought I was in the anteroom of the Mendocino State Hospital for the Insane!

Don't let 'em con you, CAR & DRIVER.

Talk about angles and power politics.

JOE PERRY should know that it is not inconceivable for a tip-top road race course to be built at Los Alamitos, where the quarter horses run. They'd have the full facilities of the grandstand.

And GLENN DAVIS, a smart

Continued on page 3

Graham Hill in Germany Win

(Standings on Page 4)

By LUDWIG FRIEDMAN
Special to MOTORACING

ADENAU, Germany, Aug. 5---

It is now Graham Hill out in front by seven points over Jim Clark for the world's driving championship in Formula 1 racing.

The handsome, mustached Hill won his second Grand Prix---the GP of Germany---in a driving rainstorm here today at the Nurburgring. He averaged just a shade over 80mph in a BRM.

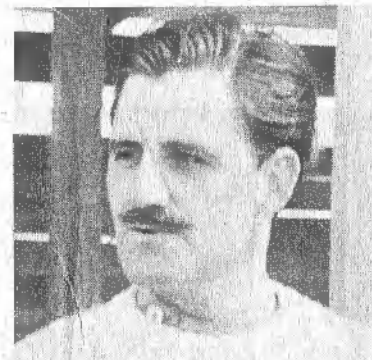
He won the 212mi. race by 2s. over John Surtees, who drove a Lola. Dan Gurney, Costa Mesa, Calif., was third in Porsche. Fourth went to Clark, who also has won two Grands Prix, driving the Lotus 25 Flying Gastank. Fifth was Bruce McLaren, Cooper, and sixth was Ricardo Rodriguez, in a works Ferrari.

Phil Hill, Santa Monica, Calif., last year's champion, was out on the ninth lap with what was reported as a broken rear axle. The Ferrari was 10th at the time.

Rodriguez was followed by Sweden's Joakim Bonnier, Porsche, and Richie Ginther, Granada Hills, Calif., BRM.

Gurney finished some 50 yards behind Surtees, the former motorcycle champion. Clark was 42s. behind England's Hill.

Through a mountainous course of more than 14mi. per lap, Gra-



GRAHAM HILL

ham Hill drove flawlessly. Gurney took the lead at the start, and Hill passed him at the start of the third lap. Gurney got by him on the south curve, but through the turn behind the pits, Hill flashed in front again---and stayed there.

The procession through the terrific rain was Hill, Gurney and Surtees.

Clark, who had stalled at the

Continued on page 7

Gregory Pilots Lotus to Victory

KARLSKOOGA, Sweden, Aug. 12 --- Masten Gregory of Kansas City won a Grand Prix auto race Sunday, driving his Lotus across the finish line slightly over seven seconds ahead of the Lola driven by England's Roy Salvadori.

Graham Hill of Britain, leading for the world drivers' Formula 1 championship, and competing in his first Swedish race, failed to finish. He was co-favored with Sweden's Joakim Bonnier, who was edged by Salvadori for the runnerup spot.

The order of finish for the Formula I event --- 1, Gregory. 2, Salvadori. 3, Bonnier, Porsche. 4, Imes Ireland, England, Lotus. 5, Ian Burgess, England, Lotus. 6, Godin de Beaufort, Holland, Porsche.

SKID WHEELER ---PAGE 3



he understands Skid. Watch for SKID WHEELER regularly in MOTORACING.

Want a chuckle? OK, turn to Page 3 and have a gander at the opening cartoon strip by Joe Puckett. As a Hero Driver, you'll appreciate the trials and tribulations of SKID WHEELER.

Puckett races, so

Letters to MotoRacing

N.Y. CHARITY RACES

On Tuesday, Aug. 14, we announced the NEW YORK MIRROR'S sponsorship of the upcoming full FIA Race for GT classes I, II and III and sports cars over one liter scheduled for Sept. 15-16 at Bridgehampton, New York.

The schedule of events is loosely as follows:

Registration, technical inspection and practice on the 12th, 13th and 14th.

The 15th, Saturday, will be 400-Kilometer race (80 laps) for the GT I and II.

The 16th will be another 400-Kilometer race for GT III and FIA sports cars over one liter.

Both races will feature only 45 cars per race as well as a rolling start for safety reasons. This event is being billed as the "Bridgehampton Double 400."

Prize money to be awarded to prize winners in addition to the trophies comes to the sum of \$11,000.

For further information and entry blanks, those interested should write to Edwin H. Krom, 2 Wall Street, New York 5, N.Y.

This race is, as far as points are concerned for the FIA manufacturers' championship, the equal in importance with Sebring, the German 1000 K's and Le Mans.

It would be wonderful if you could talk this race up among the West Coast drivers because we would love to see some American representation from areas other than the northeast part of the country.

We have already received a request for entry from Scuderia Venezia SSS, listing their drivers as Bonnier and Bianchi. This was the same team that won

Sebring in March of this year.

Also, attending will be the Cunningham stable with their featured driver, Walt Hansgen, and the Chinetti-Ferrari, North American racing team with possible drivers of Phil Hill and the Rodriguez Brothers (depending on whether or not the Italian GP will be run on that weekend.)

I would appreciate any help you can give me from your end of the country as far as publicity goes.

Best regards.

JOHN R. HEARST, JR.
NEW YORK MIRROR
NEW YORK, N. Y.

P. S. --- I recall in previous issues of your paper that some times when an event is run for charity there has been some doubt in your mind as to what the charity is and how much it gets. In our case, the charity involved is the New York Mirror Youth Welfare Fund, whose purpose it is to provide much needed recreational facilities for the youth of the city, this being just one phase of this paper's constant struggle against juvenile delinquency.

Thanks again.

JRH, Jr.

Editor's Note - Glad to help, amigo John; it's a worthy cause. Unfortunately, the Italian GP date has been switched to Sept. 16. Yes, you are right about MOTORACING'S attitude toward promoters who always stress the charity angle in their handouts, but never reveal any figures. Most notorious violators in the West are the San Francisco Examiner, SF region of SCCA, SCRAMP (Sports Car

MOTORACING
AND
ECONOMY CAR NEWS
P.O. BOX 392 CULVER CITY, CALIFORNIA
Published Bi-Weekly, Except Last Issue
Of Calendar Year by V. G. P., Inc.
Circulation Office:
3435 Motor Ave.
Los Angeles 34, California
Vermont 7-8636
For the Classified Advertising Department Only: 4041 Marlin Ave., Room 208, L.A. 8 or Phone AX 2-0287
Gus V. Vignolle, Editor & Publisher
Anne Evans, Advertising
Jane Howard, Secretary

Staff Writers
Frank Mason, Eric Hauser, Marguerite Cook, Isabel Haas, Dennis McCosh
Photography
Bill Norcross, Don Schoenfeld
Advertising Rates on Request

Editorial Office:
3862 Westwood Blvd.,
Culver City, California
Mailing Address: P.O. Box 392
Culver City, California
YEARLY SUBSCRIPTION RATES
Domestic \$4—Foreign \$5
Second class postage paid at
Culver City, Calif., and
additional mailing offices.

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Racing Assn. of Monterey Peninsula) and the flackery that handles Laguna Seca publicity.

A LOADED VW

I read a lot about VW in your fine paper, but maybe you didn't know that this brand also pulls some Detroit monkey business. It must be contagious.

Am giving you the name of the authorized dealer, but please do not use it because maybe in this case the salesman was pulling a fast one.

They told me I could not buy a new VW unless I took it fully loaded. With the sunroof it came to \$1845, and with all the extras I had to buy it came to \$2116.

I had to take the car with: sway bar bumper stiffener, front and rear seatbelts (\$56), radio (\$79), lighter (\$5.95), lock on tire (\$3.95), and white walls (\$35).

But even with this horrible treatment I bought the Volkswagen—and it's such a good car that I really don't mind the abuse too much.

NAME WITHHELD BY REQUEST
Los Angeles 34

British Intermarque Day Set Aug. 26

The British Automobile Manufacturers Assn., in association with Austin-Healey Owners Club, So-Cal MG, Triumph Owners Club, Sunbeam Owners Club, Long Beach MG Club, and coordinated by California Sports Car Club, presents the British Intermarque Trophy Day, Sunday, Aug. 26, at the L. A. County Fairgrounds, Pomona.

The events will be Concours d'Elegance, slalom, funkhana, gymkhana, acceleration and braking.

For further information, phone California Sports Car Club, NOrmandy 1-3312.

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GRIN AND BEAR IT

By Lichty



"Demand for the economy car is slackening, men! . . . People seem to feel that if they must make payments on something it might as well be something with more snaz! . . ."

(Reprinted from Los Angeles Times)

Economy Car News . . .

By LEE ADRIAN

Let's see what they're saying---
JACK SEARLES IN THE LA TIMES:

"Foreign-Car fans who are constantly criticizing Detroit's products will be shocked to learn that overseas automakers have been suffering some setbacks. While America's car production jumped 32% in the first half of this year over a year earlier, Japan's auto exports fell 5%.

"Japan isn't the only automaking nation to find out lately that production figures can go down as well as up. Last year, American Machinist reports, Europe's big four---France, Great Britain, Italy and West Germany---suffered their first car-producing setback in a decade as their total turnout fell to 5.6 million vehicles from 1960's 5.9 million.

"The decline in Europe was caused mainly by competition

than 6.5 million cars for their second or third best year (the No. 1 year in this country was 1955, with about 9 million). Lowered tariffs as a result of Common Market agreements will undoubtedly lead to highly competitive conditions, possibly involving fierce price-cutting by car-makers of all nations."

BILL BROWN in FOREIGN CAR GUIDE:

"... Russian Premier KHRUSHCHEV says that no more



NEARING COMPLETION in Culver City is the \$2 million warehouse and general offices of Competition Motors, VW distributorship currently operating out of Hollywood. (MOTORACING photo)

from U.S. compact cars. It should be noted that U.S. auto sales fell in 1961, too, so that by the end of the year this country and Europe had turned out about 5.5 million cars each.

"This year, European sales are booming again, threatening to break the record of almost 6 million set in 1960. American producers should turn out more

of the little Soviet Zaporozhets will be manufactured. This car, a four-seater powered by a 23-horsepower engine, is being discontinued because the Russians need farm machinery more than small cars. Another, perhaps more important reason: the Zaporozhets were so poorly assembled nobody wanted them . . . Volkswagen dealers in the US last year sold an average of 293-cars-per-dealer, well ahead of the 228-cars-per-dealer which Chevrolet dealers sold."

RENAULT NEWS:

"Renault, France's auto manufacturer, will establish a news bureau in the United States, it was announced today. . . . The news bureau will have its main office in Renault's New York headquarters at 750 Third Avenue, and branch offices in Boston, Los Angeles, Fort Worth and

Continued on page 5

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Vignettes

BY GUS V. VIGNOLLE

CAL CLUB WANTS MORE \$\$\$\$
FROM TIMES RIVERSIDE RACE

cookie who plays all the angles, could easily switch the LA TIMES races (biggest in the west) from Riverside to this spot, maybe not this year (Oct. 14), but in 1963.

Also, the Cal Club is seeking a bigger financial bite for its part in the upcoming TIMES race. D.D. MICHELMORE, resigned prexy of the Cal Club, but more active as a negotiator now than he ever was, has already, a la Oliver Twist, extended his bowl of gruel under Mr. Davis' nose.

Unless the Cal Club gets more scratch, it can very well tell the TIMES, power or not, to go get itself another boy---maybe OLD GOLD SUIT.

Elsewhere appears the 1963 dates okayed by ACCUS. They say the Jan. 19 sports car race will carry \$15,000 in prizes, and the 500mi. stocker (NASCAR no doubt) the next day will be for \$35,000. Both are slated for Riverside.

There'll also be two weeks of hot action at Daytona, including one race for the manufacturers' championship. Riverside again gets an eight-hour race as part of the Mar. 8-9 program, and two weeks later comes the 12-Hr. at Sebring.

Talk about action.

Getting closer to the immediate future, the Cal Club is negotiating with the Dodgers' management for a race over a course in Chavez

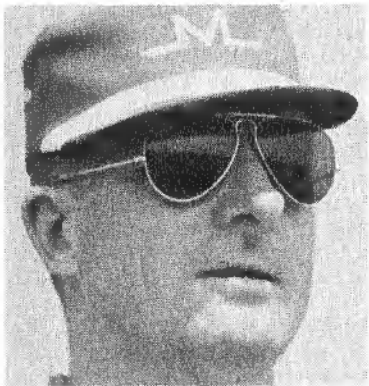


Photo by WRC Shedenham
SAM HANKS



Photo by Jules Delancey
JOHN EDGAR

Ravine on Nov. 3. Projected course is 1.5mi., but it could be longer. It seems this is the date being considered by MERRILL (MICKEY) LOWELL for staging of a race at the Thermal Airport near Palm Springs.

And that reminds me, AL PAPP, race coordinator for the Cal Club, returned last week from Puerto Rico, where he sewed up the same job for the Puerto Rico Grand Prix come Nov.

If the LA TIMES and Cal Club don't come to terms, Al, who will be in San Juan after Santa Barbara, may not return to work the Riverside race.

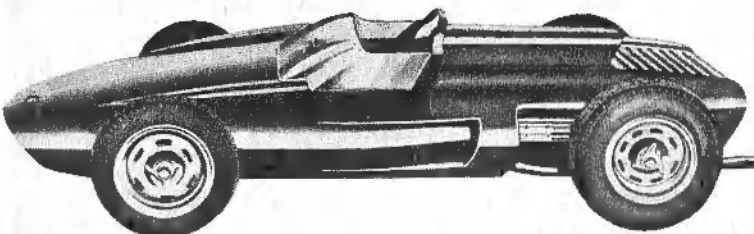
Al has entry blanks for the big Puerto Rico race, and you can obtain them from him at the Santa Barbara races Sept. 1-2.

And the gals apparently aren't being kicked around, for it says here (WSCC Newsletter) that they have been told by DEKE HOULGATE, Jr., Glenn Davis' understudy, that they will be asked to work the Riverside race.

Incidentally, after that glowing column I wrote about the Women's Sports Car Club and their ouster by the Cal Club, some mail and calls got to me. The gist of it all was that the gals play too heady a game of politics, lack efficiency and "just plain --- around too much for their own good."

MEANDERINGS ---Former Indy winner SAM HANKS is involved in a big projected course in the vicinity of the Ontario Airport. There's supposed to be eastern moola behind the deal. The plan would be to have two big 500mi. races a year for Indy-type machines and stockers. One would be in the spring, the other on Thanksgiving.

In the news last week, with his photo plastered all over the front pages, was JOHN EDGAR, formerly one of the big names of sports car racing. Some thugs blasted into his fabulous BHills hilltop



Auto Motor Und Sport Illustration

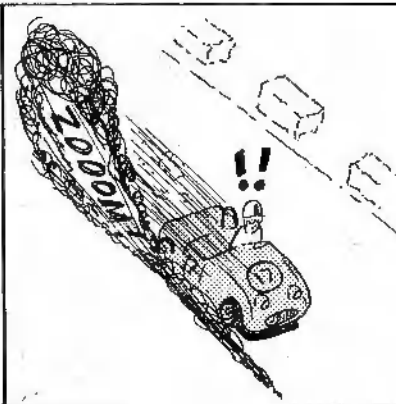
Artisi's Conception of New Honda Form. 1 Car

mansion, threatened to "blow his head off," tied up John and his "friends" and made off with the loot. Check Joyce-lines on Page 4 to see what the loot was. . . Since the merger of the two clubs, no seventh member has yet been selected. This probably will happen Aug. 20. They're looking for an impartial guy who would have absolutely no leaning toward former Cal Club or USSCC thinking. Names that have been considered: JOHN EDGAR, CARROLL SHELBY, BOB ESTES, SAM HANKS, ROSCOE TURNER, RAY LAVELY, FLOYD CLYMER, WALLY PARKS, BOB PETERSEN, VENUSTIANO CARRANZA, JULES DELANCEY, LEE ADRIAN and FLAVIO ST. GERMAIN . . . also some Superior Court judges . . . ROLAND JONS just phoned from Des Moines, says big racing plans by Des Moines Valley region of SCCA, and wants to know about his query regarding Shelby's AC Cobra. The Cobra is a hot topic in the Midwest, and they want to know if it'll race in A or B . . . Another call from JACK DENO in Spokane. "What gives with the Cobra? Guess Shelby's been too busy moving, huh?" . . .

You still hear talk in many quarters about the Honda Formula 1 car that's shaping up, and how, when ready, will blow off one and all.

Continued on page 7

SKID WHEELER by PUCKER



Heuer Wins as Connell Blows Car

ACCUS APPROVES 18 NATIONAL EVENTS IN U.S. FOR 1963

By MARION X. LYNN
Special to MOTORACING

CHICAGO, Aug. 5 --- Affable Alan Connell, 38-year old millionaire rancher from Fort Worth, went all-out in trying for a course record at nearby Meadowdale Raceways here today, but he blew his car and it cost him the lead and the race.

As a result, Harry Heuer, Chicago, in a new Chevy-powered Chaparral, won the 130mi. feature before 17,800, largest crowd to witness a sports car race here in three years.

Heuer won by 36s. and averaged 89.589mph.

Driving a Cooper-Chimax in masterful style, Connell grabbed the lead from Heuer on the 2nd lap, and led by nearly a mile with only five tours remaining.

He flew at a near 95mph clip over the winding Monza-banked course until his pit crew signalled him to take it easy. He didn't.

Second went to Bill Wuestoff, Porsche; third to Ernie Erickson Porsche; fourth to E.L. Hall, Porsche, and fifth to M. Wylie, Porsche.

The feature was for CDEFG Mod.

B.D. Kellner won the second heat of the day, a 65mi. race for DE production cars.

First Event - 60 Miles

D.E. prod.; overall winner - 1. B.D. Kellner, Triumph; 2. Bob Tullius, Triumph; 3. Sheldon Brown, Alfa Romeo.

D prod. 1. Sheldon Brown; 2. Erik Mangelson, Alfa Romeo; 3. Pete Windberg, Alfa Romeo.

E. prod. 1. B.D. Kellner; 2. Bob Tullius; 3. Joy Signore, Elva.

Second Event - 65 Miles

A,B,C. prod.; overall winner - 1. Dr. Dick Thompson, Corvette; 2. Dick Lang, Corvette; 3. Roy Kunnick, Corvette.

A prod. 1. Dr. Dick Thompson; 2. Dick Lang; 3. Roy Kunnick.

B prod. 1. Ralph Salyer, Corvette; 2. Bob Spooner, Corvette; 3. Don Yenke, Corvette.

C prod. - Dave Clark, Lotus; 2. Peter Lodwith, Lotus; 3. Les DeHerbock, Jr. Lotus.

NEW YORK, Aug. 17 --- The coordination of activities of the Automobile Competition Committee-U.S. (ACCUS) the American arm of FIA, were extended by mutual consent to Canada here last week.

Attending for the specific purpose of synchronizing the international automobile racing schedule in the U.S. with that of Canada was James Gunn, president of the Canadian Automobile Sport Club. "It is anticipated," noted Charles Moran, Jr., president of the U.S. group, "that this close relationship will be maintained in the future to accelerate the excitement and interest of international auto races in the entire western hemisphere."

The Automobile Competition Committee approved, in principle, the draft of its General Competition Rules which will underlie all future FIA-listed events taking place in the U.S. Specific concern was given for immediate use to a general procedure and application form which in connection with FIA events must be used by the sanctioning bodies and promoters of such races immediately. Highlights of these rules include:

1. National control of competition; 2. Nomenclature and definitions; 3. Requirements for FIA licenses; 4. Organization and procedure of FIA-listed

events; 5. Information to be listed in the Supplementary Regulations and Program for Events; 6. Application of FIA Code and General Competition Rules at FIA events; 7. Duties of race officials.

Finally, ACCUS laid down in specific terms requirements for the homologation of cars beginning with the 1963 season.

Homologation is the technical recognition of series-produced Touring and Grand Touring Cars for the purpose of verifying standardization of FIA-established classifications. A minimum of 1,000 identical models of Touring Cars and 100 identical models of Grand Touring Cars have to be manufactured within a 12-month span.

The new provisions ratified by the ACCUS provide that applications for homologation may only be considered three times a year. These dates are Sept. 15, Jan. 15 and May 15. The Committee pointed out that it anticipates greater interest from U.S. automobile manufacturers for such homologation action because of increased participation of Ame-

Continued on page 7

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IT USED
TO BE
FUN...

By FRANK MASON

Only sentimentalists and old-timers hanker after a return to the past, but there may be many like me who deplore the passing of amateur fun-type racing like we had a few years ago at Pebble Beach, March Field, Golden Gate Park, Torrey Pines, Hansen Dam and other remembered spots.

San Luis Obispo on a race week-end comes closest to duplicating what we used to enjoy. The location helps. Nicely situated in the California coastal region, remote from any congested over-populated area, with one of America's most fabulous motels, it provides an ideal setting for an annual gathering of the sports car fraternity who assemble there mostly for the hell of it. Every club and organization in San Luis Obispo and surrounding communities gets enthusiastically behind this yearly event and they never fail to come up with an enjoyable program.

Just driving there is an adventure, especially if you enjoy California scenery or relish the romantic names which add lustre to localities and enhance the attractions of towns and villages along the highway.

From the north you can take Highway 1 through Monterey, Carmel, Big Sur, San Simeon, Morro Bay; or 101 by way of Chualar, Gonzales, Paso Robles, Atascadero - all names you can roll your tongue around.

From the south, even if you stay on the freeway, you roll through Agoura, Camarillo, Ventura, Montecito, Santa Barbara, Goleta, Santa Maria, Arroyo Grande. You can't get to San Luis Obispo and avoid such euphonious place-names.

But times have changed. Even they can't give us back the old MG racing days when amateurs like BOB TRENNERT, JOHNNY LAWRENCE, "DOC" BRIGANDI and so many others used to tear down their engines between race dates and do a little backyard hopping up, experimenting with valve springs, pot needles, cams, plugs, etc., and if their mechanical ability excelled, the next race proved it.

But no more. Racing nowadays

WRITE
ANGLES

(square, that is)

HUGE ENTRY LOOMS FOR STA. BARBARA

The Santa Barbara Labor Day weekend road races, traditional bright spot of late summer sports car racing, have been announced for Sept. 1-2 by the co-sponsoring California Sports Car Club.

Races will be for Pacific Coast championship points and regional drivers of 11 Western states are eligible, according to Dave Bracken, Cal Club race chairman. "We are looking for an entry list of more than 225 and all name drivers and fastest modified and production cars will be there," he said.

For the first time, this 18th running of the Santa Barbara race, co-sponsored by the Santa Barbara Junior Chamber of Commerce, is under the cooperation of the U.S. Sports Car Club, road racing division of USAC. Cal Club and USSCC recently merged.

Eight races are scheduled Saturday and Sunday over the revamped Santa Barbara Municipal Airport course at Goleta, including the popular Formula Juniors and Grand Prix motorcycles.

Racing starts at 11 a.m. Saturday and 12 noon Sunday.

The altered two-mile course with its six tricky turns and scorching half-mile backstretch met with immediate approval of drivers and fans when first used last Memorial Day.

Tickets are obtainable at Liberty Ticket Agencies (HO-6-3553) and Wallich's Music City stores with a combined outlet of 75 in the Southland.

A bargain price of \$3.50 prevails for both days for tickets purchased in advance.

on Aug. 22. Test runs will be held Aug. 27 through Sept. 1, with attempts at surpassing the 15-year-old world land speed record scheduled for Sept. 2-6. The delay resulted when the hand-molding of the vehicle's rear wheel fairings consumed more time than originally estimated. The announcement was made by Shell Oil Co. and the Goodyear Tire & Rubber Co., sponsors of the project.

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is organized, supervised, regulated, packaged, modernized, dominated by professionals - and in most ways improved; but some of the flavor has evaporated.

I like my racing drivers helmeted, goggled, in open cars, where you can see 'em. They still call them "sports car races" but today too many drivers wear casual clothes, in closed cars. Modern sedans are swift and functional, but damn it all, they don't look like racing machinery or sports cars. These tiny Austin-Coopers do astounding things - go like hell - but watching 'em ain't exciting like the old MG racing stuff.

This is '62, not '52, so there are more closed cars on the track even at San Luis Obispo. The difference is that there local talent and amateurs outnumber the professionals and the general atmosphere somehow resembles the old 50's, with drivers, pit crews, flag marshals, scorers, et al., there for fun.

A trip to San Luis Obispo at race time will never be entered in your diary or in your letters home as a LOST WEEKEND.

No. American Ferrari Team at Puerto Rico

NEW YORK, Aug. 17---The North American Racing Team of Ferraris entry has been officially accepted by the Grand Prix de Puerto Rico, Nov. 3-11, it was announced last week by David Ash, chairman.

Drivers entered by team manager Luigi Chinetti are Phil Hill of Santa Monica, Calif., present world champion; and Pedro and Ricardo Rodriguez of Mexico.

Hill will drive a V8 3-liter car, Ricardo a V6 2.5-liter, and Pedro a 4-liter V12.

The Grand Prix de Puerto Rico will be run on the Antilles racing circuit in Caguas, near San Juan.

Delay for Jet Car's Runs at Bonneville

The schedule of the Spirit of America jet car's operation on the Bonneville Salt Flats in Utah has been revised. Originally scheduled to make test runs on Aug. 11-13, the car now is expected to arrive at Bonneville

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WORLD ROAD RACING DRIVERS' CHAMPIONSHIP

Driver, Car & Country	1	2	3	4	5	6	Total
1. Graham Hill, BRM, Gr. Br.	9	1	6	0	3	9	28
2. Jim Clark, Lotus, Gr. Br.	0	0	9	0	9	3	21
3. John Surtees, Lola, Gr. Br.	0	3	2	2	6	6	19
4. Bruce McLaren, Cooper, New Zeal.	0	9	0	3	4	2	18
5. Phil Hill, Ferrari, USA	4	6	4	0	0	0	14
6. Dan Gurney, Porsche, USA	9	0	0	9	0	4	13
7. Tony Maggs, Cooper, So. Africa	2	0	0	6	1	0	9
8. Trevor Taylor, Lotus, Gr. Br.	6	0	0	0	0	0	6
9. Lorenzo Bandini, Ferrari, Italy	0	4	0	0	0	0	4
9. Richie Ginther, BRM, USA	0	0	0	4	0	0	4
9. Ricardo Rodriguez, Ferrari, Mexico	0	0	3	0	0	1	4
10. Giancarlo Baghetti, Ferrari, Italy	3	0	0	0	0	0	3
10. Jack Brabham, Lotus, Australia	0	0	1	0	2	0	3
11. Joakim Bonnier, Porsche, Sweden	0	2	0	0	0	0	2
11. Carel G. de Beaufort, Holland, Por.	1	0	0	1	0	0	2

Key: Race 1, Grand Prix of Holland; 2, Monaco; 3, Belgium; 4, France; 5, Great Britain; 6, Germany. Points: 1st, 9 points; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; 6th, 1. Next world championship race: Grand Prix of Italy, 16 Sept.



Joyce-lines

By JOYCE MORGAN

Now that the two clubs have put away their zip guns, maybe some of the "big money" will return to racing. It could sure use some kind of a shot in the arm. . . And while we're on the subject of big money, I hear that the only thing those bandits found in JOHN EDGAR's safe was lots of Blue Chip stamps. I wonder what that means? . . .

I spent the better part of a recent afternoon falling in love with STIRLING MOSS. CARROLL SHELBY helped live things up. Also present were RONNIE (ZIP) BUCKNUM and his boss, CHIC VANDAGRIF and GVV, so you can see a good time was had by all. Stirling was his usual self --- as charming and witty as ever. The accident may have slowed him down a bit, but it certainly hasn't dampened his spirit or personality. I'm willing to bet you'll see him racing at Riverside Oct. 14. Stirling was so captivating that I may even fall out of love with JFK . . .

Talked with AUGIE PABST on the LD tube. He had just left the hosp--- four wisdom teeth extracted. The doctors want

him to hold off racing, feeling he's not well enough yet after the Daytona crash. But Augie doesn't want to listen. Medical experts may send his records to regional race officials in Milwaukee and recommend that, if necessary, his license be suspended until he's physically able to continue his brilliant racing career . . .

Back to R. BUCKNUM: When are they going to recognize his true potential and place him in a big machine in Europe, where he belongs? . . .

In closing: Sipping a brew at CHEY JAY's at the beach, I noticed a portly gentleman walk in, complete with yachting cap and ascot. He had in tow possibly the ugliest young boy I've ever seen---eyes crossed, buck crockery, Dumbo-like ears, freckled all over, and all of this crowned by a shock of fiery red hair shooting out in every direction. Once out of earshot, a fellow boozier turned to the barkeep and croaked, "Did you see that kid? He just came back from Africa, and he told the witch doctor to go --- himself." . . . Adios . . .

AVANTI SPORTS COUPE WIPES OUT PONTIAC SPEED RECORDS

BONNEVILLE, Utah, Aug. 13 - Andy Granatelli, 250-lb ex-Chicagoan, today swept 14 stock car records from the books in a new Studebaker Avanti sports coupe.

He roared down the 12 1/2 mi. Bonneville salt straightaway in practice runs at 169.5 mph, almost 16 mph. faster than Mickey Thompson went in a new Pontiac here recently.

Temperatures of 120 deg., held back the 38-year-old Granatelli's best efforts until nightfall. Then, in 1 hr. 45 min. he tore 14 records from the USAC books. Best performance of this batch was a 10 mi. standing start run at 151.66.

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SHORT TAKES



By FLAVIO ST. GERMAIN

KEN MILES has closed his spot in the Valley and has taken charge of the Service Dept. for JIM PARKINSON at the latter's new ITALIANO MOTORS on Sunset Strip . . . FRANK MASON passes the word that a truckload of nails spilled on the LB Fwy was headlined: FREEWAY NAILED TO CROSSING . . . Mailed in is a clip on a local driver, who is quoted as saying: "I like to race and I am good at it!" The scribbled marginal note: "Makes you sort of gag, doesn't it?" . . . What's with ROY G. LEWIS and Mercedes-Benz? . . . JILL ST. JOHN has dropped her separate maintenance suit against LANCER-VENTLOW . . . One of the winningest cars on the Coast has been the famed OO Corvette that DAVE MAC DONALD has been driving for DON STEVES CHEVROLET in La Habra; and now JOHNNIE KNOWLAND advises the car is for sale (see ad elsewhere in this issue). The reason is they want to make room for a 1963 fast back coupe which should be delivered next month. Watch MacDonald make this GT-type Chev. GO. Dave, father of two, who has been road racing 27 months (drags before), has won every race in which he was not a DNF this year, except a Sunday go at Riverside, when the Berlinetta bested him. Tires have been the most trouble and at the last Pomona he broke a rod. They've got a new mill in the Corvette for Pomona Aug. 18-19 . . .

DAN and ARLEO GURNEY recently became the parents of a boy. That makes three boys and a girl. Dan is now home from the European wars and will beat Costa Mesa until Sept. 10, when he heads for the Italian GP the following week at Monza . . . Terrific interest among the ALFA ROMEO ASSN. in Berkeley, Calif., for the overnight mountain tour to Squaw Valley Aug. 25-26. Sunday, they'll dice it at HARRAH'S CLUB or visit HARRAH'S AUTO MUSEUM . . . The joint was swinging when the CHIC VANDAGRIFFS (he runs HOLLYWOOD SPORT CARS) held open house at their Menlo Dr. home in Glendale for the sports car and racing set . . . DR. BILL MOLLE, the rip-roaring dentist from Playa del Rey, has a class G Lotus 23, which is due any day now when the boat docks from England. He plans to run it at the upcoming Reno races. This is the model FRANK MONISE (winner at San Luis Obispo) was seeking, but wound up with class F after a bum shuffle from San Jose. Frank ought to give 'em the car back and sue . . .

Ace car builder DON MILLER of Inglewood, who has produced nearly 20 class HCrosleys, soon will have a 650-lb. Spl. ready for our star cartoonist JOE PUCKETT. Joe is now working on a story of class H modified racing for SPORTS CAR GRAPHIC titled "Sometimes We Finish." . . . And did you notice that GIL STRATTON stepped in front of the Shell Gas emblem when he interviewed CRAIG BREEDLOVE, who will try to break the record in that jet job at Bonneville. Shell and Goodyear are sponsoring Breedlove. Stratton trumpets for another oil company (Union) on another program. Goodyear was one of the sponsors on the Breedlove program . . . And BILL MURPHY, ex-Buick Spl. driver, got it good. His wife, MARY JANE, divorced him, was awarded \$410,000 in alimony for herself and the five children. Couldn't have happened to a nicer guy! . . . HUD



THIS SMASHER is plucked from the PORSCHE STRASSE, published by Brumos Porsche Car Corp. in Jacksonville, Fla. Although Editor John F. McLeod gave us permission to reprint the photo, we would have stolen it regardless.

She's Adelaide (Miss Duval County) Smith, illustrating Brumos Porsche's 1962 advertising program featuring special ads in PLAYBOY magazine (hence the bunny . . . as if anybody's interested in the small burrowing rodent). (Photo by Brumos Public Relations)

James Donates Form Jr. for Membership Contest

Bob James of the James Motor Center, Long Beach BMC and Mercedes-Benz dealer, has donated a MITER Formula Jr. racing car as a grand prize in a membership contest conducted by the Long Beach MG Club.

Second and third prizes, also given by James, will be \$1,000 worth of sports car accessories. President Dick McAlister has named Bill Young chairman for the drive, which will wind up at the November club meeting.

CAR SHORTAGE

Albania has a population of more than 1,770,000 but only 400 automobiles.

STEPHENSON, ex-FIAT Abarth pilot here and now with a Salinas TV station, is going full-bore in the flying dept . . . Mustachioed ELMER WARING, a soldier who makes MAX BALCHOWSKY look like PININFARINA, will be transferred soon from Edwards AFB to Japan. He's taking his backyard Spl. BETSY (flathead Merc) with him . . .

SCCA Natl. Class Leaders

(As of July 17, 1962)
A Prod.---Dick Thompson, Wash. region, Corvette, 68 pts.
B Prod.---Don Yenke, Steel Cities, Corvette, 60.
C Mod.---Harry Heuer, Chicago, Chaparral, 30.
C Prod.---Dave Clark, NY, Lotus Super 7, 48.
D Mod.---Roger Penske, Phil., Cooper-Monaco, 40.
D Prod.---Bert Everett, New Engl., Porsche S, 38.
E Mod.---Bob Holbert, Phil., Porsche RS61, 48.
E Prod.---Bob Tullius, Wash., TR4, 50.
F Mod.---Bob Bucher, S. NY., Porsche RSK, & Joe Buzzetta, NY, Porsche RSK, 28 each.
F Prod.---Howard Hanna, Phil., DB, 68.
G Mod.---James Scott, Chicago, OSCA-Lola, DeTomaso-OSCA, & Dr. M.R.J. Wylie, Steel Cities, Lola, 30 each.
G Prod.---Lynn Blanchard, Milwaukee, Alfa Romeo Giulietta, 42.
H Mod.---Glen Baldwin, Detroit, Lotus 7A, 44.
H Prod.---Ed Astri, Wash., FIAT-Abarth 60.
Form. Jr.---Floyd Askov, New Eng., Lotus, 60.
Form. 3---John Field, New Eng., Cooper, & Rowland Oliver, Wash., Cooper, 24 each.

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Economy Car News

Continued from page 2
Chicago. It will begin operations today."

It's about time!

STUDEBAKER CORP.
"SHERWOOD H. EGBERT, president, today announced that

7-CAR TEAM STANDINGS - ROCA, 49; PSQC, 46; SCMG, 39; GFCCA, 36; AHOC, 35; POC, 15; NRSCC, 8.

Individual leaders (complete standings) next time - MEN - SPORTS -- C. Gillan, ROCA; SEDANS -- L. Kelso, PSQC; MODIFIED -- D. Lehmann, ROCA. WOMEN - SPORTS -- B. Huston, POC; SEDANS -- T. Kelso, PSQC; MODIFIED--J. Lehmann, ROCA.

Studebaker Corp. net earnings for the first six months of 1962 totalled \$776,430, equal to six cents per common share on sales of \$180,433,979. This compared with a loss of \$8,840,172 or 69 cents a share in the first half of 1961 on sales of \$134,436,137.

"With exception of the Avanti sports car line, which is now in production, Studebaker's automotive division currently is down for changeovers to its 1963 models. A strike at a major supplier's plant has caused the company to delay both its start-up of new-model production and public introduction."

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PACIFIC COAST CHAMPIONSHIP POINT RACES

SEPTEMBER 1st & 2nd, 1962

SANCTION NO. 62-D-45



SCHEDULE OF EVENTS

Saturday—Sept. 1, 1962

Technical Inspection—6:30 a.m.
Drivers Meeting—8:30 a.m.
Practice immediately after
All races 10 laps; 1st race 12:00
Race 1—Production G and H
Race 2—Production F

Race 3—Production D and E
Race 4—Modified G and H
Race 5—Motorcycles
Race 6—Formulas
Race 7—Modified C, D, E and F
Race 8—Production A, B and C
Race 9—Ladies (Provided 10 cars on grid)

Sunday, Sept. 2, 1962

Clean up practice only immediately after. Race 2—Production F
All races 15 laps; 1st race 11:00 a.m.
Race 3—Production D and E
Race 4—Modified G and H
Race 5—Motorcycles
Race 6—Formulas
Race 7—Modified C, D, E and F
Race 8—Production A, B and C
Race 9—Ladies (Provided 10 cars on grid)

\$3.50 Bargain Price for both days for tickets purchased in advance.
Tickets at Liberty Ticket Agencies (HO 6-3553) and Wallich's Music City Stores.

RALLY ROUND

BY ISABEL HAAS

CALENDAR OF COMING EVENT

AUGUST

Friday 24 --- Morgan Plus Four Club. The Scramble. 8 PM. La Mirada Shopping Center parking lot, Rosecrans & Luitweiler Blvds., La Mirada. 2 hr. navigational rally, ends in Central Los Angeles at swimming prty. Entry fee; \$2.00. Information; PL 3-4477.

Saturday 25 --- Sheriff's SCC, Defective Detective III, 7 p.m. Eastland Shopping Center, West Covina. Gimmick rally, ends at beach for picnic. Bring own food & beverages. Entry fee: \$2.50 plus parking fee. Dash plaques \$1 extra. Information; Bruce Kamman, TH 5-6677 or Paul Casey, HE 7-6228.

Sunday 26 --- Porsche Club of America The Lucky 7, 9 a.m., Hody's, Lankershim & Oxnard, North Hollywood. Navigational rally with SOP, class & separate trophies in each class. Approximately 150 miles. \$2.50. Dash plaques. Information: Dale Boyd, AT 1-1689 or Ray Hulen, AT 9-3126.

Sunday 26 --- British Inter-marque Trophy Day (BAMA Field Day), LA County Fairgrounds, Pomona. Registration & tech, 8 a.m.; events start 9 a.m. Slalom, gymkhana, acceleration & braking test, funkhana, Concours d' elegance. For British cars only. Registration \$1, plus \$1 for each

event entered. Dash plaques. Information; NO 1-3312.

Friday 31 --- South Bay FCCA, Fifth 6, 8 p.m. May Co. Automotive Service lot, South Bay Shopping Center, Artesia Blvd. & Hawthorne Blvd. 2 1/2 hr. SOP navigational rally. Guest & FCCA trophies presented at finish. Entry: \$2. Information: Bill Smith, FR 4-1887 or Paul Adams, FR 2-7167.

SEPTEMBER

Friday 7 --- CAR Friday Niter, 8 p.m. Hody's, Ventura & Sepulveda, Sherman Oaks. 2 1/2 hr. navigational with expert, novice & SOP classes. Trophies five deep in each class presented at finish. Information: Bob Piercy, AX 1-9373.

Saturday 15 --- TROC September Sylogism, 7:30 p.m., Hody's, Ventura & Sepulveda. Gimmick League Championship. 2 1/2 to 3 hrs. \$3.50. Dash plaques. Information: Larry Bub, DI 4-4915, Bob Wilcox, PO 6-5562 or Ed Lascher, DI 7-9839.

Sunday 16 --- Palomar SCC Rally of the Stars, 7 a.m. Escondido Bowl, Highway 395 & Washington Ave., Escondido. SCCSCC sanctioned championship rally. Approximately 200 miles. \$5. Post entry: \$6. Dash plaques. Information: Ken Kelting, 2215 Cranston Dr., Escondido.



Slalom Column

By DENNIS McCOSH

The August SCCSCC Championship Slalom del Camino VII, sponsored by the Northrop Recreation SCC, was attended by 138 drivers and quite a few spectators. As usual NRSCC did things in a big way. A free breakfast, courtesy of HENRY S. PERREN, who also permitted the use of his BMC-Jaguar dealership lot for tech inspection, was available for all who appeared at tech. The event itself was held at the Norair plant in Hawthorne and proved to be one of the best this year. After the event the trophies were presented at a beer party at the Alondra Club.

The tech inspection was not up to usual NRSCC standards of quality. Too many clubs seem to be forgetting the purpose of the tech (safety) inspection. The event organization was smooth; the timing was very good; safety was good even with the low speed course coming close to the spectators; and the course was well laid out and very challenging. Many pylons were displaced resulting in penalties to many drivers, but most were hit in the chicanes as a result of cutting the corners too close or over-correcting. The pylons were well-placed with just barely enough room in the tight corners.

The only fault with the event was the lack of a run group system which resulted in push and wait lines for both first and second runs. Luckily the lines were not too long at any time.

After the event and before the beer party, NRSCC even found time to allow fun runs for contestants at no extra cost! Many people found the fun runs a very educational experience and bettered their official times.

ROCA won the 7-car team competition by 38s. over second place Pacific SCC.

Many individual drivers stood out during the day. Pylons hampered WALT STONE (PSCC) in his bid to knock off SCCSCC

Men's Sports leader, CLIFF GILLAN (ROCA) who "just keeps rolling along". DAN NEWTON (PSCC), who was tied with Gillan before the event, was ruined by pylons. LEO MCCORMACK (RAM), back after a long absence, showed that he hadn't lost his touch by placing fourth in class D. In the same class PAT FLYNN (ROCA) upset defending champion MAL DOHERTY (GFCCA). BILL VINCENT (JOC) did a magnificent job with so large a car (Jaguar).

BILL COOPS (GFCCA) came within .01s. of LEE KELSO (PSCC). DAVE LEHMANN (ROCA) achieved his usual top time of day, and SUE McCOSH (PSCC) got her first win. BETTY HUSTON (POC) missed getting a trophy because NRSCC combined her class with class AW and MARY ROUEN (PSCC) had a better time. That made an eight-car class with one trophy while the other two women's trophy classes, DW & EW and FW & HW, had a total of nine cars and two trophies! That's a pretty fine dividing line. Another way to look at it, Betty won first place in the largest original (uncombined) women's class (5) and didn't receive a trophy while two girls in classes about half the size (3) each won a trophy.

Glendale FCCA's Championship slalom date is changed to Sept. 30. Other coming events: 26 Aug. ---BAMA Field Day at L.A. County Fairgrounds, Pomona; 14 Oct. ---SBFCCA Championship slalom.

Continued on page 7

LEE ADRIAN SAYS--



GEN. HUGO (SPEEDY) RUSH last week resigned as executive director of SCCA in Westport. JOHN M. BISHOP, competition director, was named by the board to fill the post.

This seems like a sound move. Bishop is close to racing and to the drivers. He knows the problems.

There did not appear to be any strife with Rush's leaving --- in other words, there was no bum's rush connected with the departure.

These Pharaohs, you know, can really give you the bum's rush. Remember how they gave it to the old LA region of SCCA?--- the scuttle deal engineered by D. D. MICHELMORE and TRACY BIRD.

LEW SPENCER of the Cal Club, one of the nicest guys in racing, talked to Bishop after I told the former about Rush. Lew said Bishop was overwhelmed over the congrats he had received since the announcement.

Lew, like many others, cheered over the new blood and the selection of a person who is really close to racing.

Let's hope Westport loses the Sleepy Hollow touch!

MOSS INTERVIEW

When he goes, he says, it will be in the new Lotus 25, and he will have a "bloody go" at Goodwood; if he can't get to the course record in five laps, "I'll get out." He added: "I'll race if and when I know that I will have as much chance as before."

Moss, who is said to make \$150,000 a year, is being hurt by this inactivity. From the time of the crash to the Tourist Trophy on Aug. 18, he figures he will have missed 22 races. "Can you imagine what that means in terms of money?" he asked. He was in 48 races in 1961 and planned on more for this year.

Complimented for his suntan, the driver ("I'm a young 32"), cracked: "This is the most expensive tan you ever saw. Man, is this laying around Nassau costing me!"

There is a tremendous amount of more interesting information gleaned from our long talk, but space has run out. More next time. On hand during the interview were Carroll Shelby, Ronnie Bucknum, Chic Vandagriff and Joyce Morgan.

Moss flew here to appear on the CBS TV show Who In The World. He left shortly to visit friends at Ft. Lauderdale, Fla., then was to leave for a brief spell in Nassau and then to London.

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Continued from page 6

Continued from page 3

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CORVETTE '55, '62 eng. 327 w/ fuel injection. 3-speed. Close ratio trans. '62 posi. traction. Chrome wheels. Best offer. Call Mornings. Glendale, Calif. CI 2-3871

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Cosworth 1100 Engine. Excellent Condition. No time on engine. Midwest Divisional Champ. \$3,750. David L. Morgan LU 7-6727 1018 FIRST NATIONAL BLDG. TULSA 3, OKLAHOMA

1961 FACELLIA

115 HP. 4 Speed Pont-A-Mousson gear box. Dunlop disks. Michelin X tires. CLEAN - LOW MILEAGE J.F. HARNAN - HI 7-5877 10103 Lynrose Temple City, Calif.

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HARD TOP, ALL WHITE, Black & white leather interior. Power steering. Power brakes. Power windows, & seats. Air condition. 5 tires like new. Low, low local Pasadena miles. Ask about motoracing discount.

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Pasadena Preferred 1095 E. Colorado, Pasadena Calif. MU 1-9979

FERRARI '55 Europa, 4.1 Liter Never raced - Never crashed. Maroon with light tan leather interior. 4 spd. crash box. Sacri. \$3,900. LO 7-8072, Los Angeles, Calif.

LOTUS 18 Fm. Jr., 2 hrs. on new engine, no hours on new transmission, 6 mag. wheels, 8 Dunlop racing tires, immaculate condition, \$2,650; custom trailer \$250. Steve Froines, 4320 Virginia Ave. Oakland, Calif. 532-6577

1958 FERRARI

250 G.T. Zagato Coupe — One of four made 1958 Torino Show. Never raced. Tony Prince. LO 7-1727 c/o Nick Pastor SOUTH GATE, CALIFORNIA

MG '51 TD

Newly painted (20 coats of lacquer). Burgundy color-new custom carpets to match. White naugahide seats. New-fuel pump, 5 tires, transmission. Rechromed. THIS CAR COMPLETELY RESTORED LIKE NEW. \$995 or offer. Owner. 3606 Woodhill Canyon Rd. Studio City, Calif. 766-8611

ELVA MARK V 1960 New Engine. Total races, 10 races, no damage. Forced sale, new car coming. \$2,995 Concord, Calif. Call after 8 P.M. Code 415 — MU 5-6361 See bottom of page 26, August Issue Today's Motor Sport

A. C. ACECA BRISTOL 1957 COUPE

Metallic grey, light tan leather, chrome wheels, Pirellis. Engine overhauled and maintained by top Bristol mechanic. 1 owner, \$2,850. Al Crundall - 558 Spoleto Drive Santa Monica, Calif. GL 4-9522

PORSCHE GT CARRERA #60

1st Porsche - 2nd B. Production West Coast Body and mechanical condition perfect. Yellow '59 Speedster with '62 type 692-3A, 1600 cc engine, counter weights on cams, latest exhaust and solex 44 carbs. Extras & street equipment included. Write for long list. Asking \$5200.00. GUARANTEED PERFECT Contact: Don Wester, Wester Motors, Inc., 1187 Del Monte Ave., Monterey, California. FR 3-3211.

FERRARI MONDIAL '56 CHASSIS 0438 MD

CAR IS IN PRIME ONLY \$500 ALSO FERRARI ENGINE 1.9 COMPLETE \$200 TERMINAL 3-6761 SAN PEDRO, CALIFORNIA

National Registry of TC Owners Undertaken

A national registry of owners of the TC model MG has been undertaken by the TC Motoring Guild as a major project of the club year, according to Clarence Weiss, president. Norm Turpin, vice-president, is in charge of the register and reports that responses to his appeal for information are coming in from the Midwest and East Coast in addition to more than 100 so far in California. Turpin points out that a postcard giving XPAG engine number and a few other details places the owner under no obligation or expense. His address: 1551 Curtis Ave., Manhattan Beach, Calif.

BUSINESS IS GOOD

STUTTGART, Germany, Aug. 17 - The Daimler-Benz factory has a backlog of 113,000 Mercedes models for export and German buyers have been warned that they can't expect delivery before Christmas 1963.

FIELD INSPECTION

One more field inspection station for Magnaflex and Zyglo operations has been approved by USAC. It is Wesrick Inspection & Plating Co., Inc., at 4130 Lincoln Blvd., Venice, Calif.

NEW "CURE" LIVE

New automotive additives Flush 'N Cure, Carb-Cure and Power-Steering Cure are reaching the market this month.

MOTORACING

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(Read Instructions and Rates on this Page)

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 Do you want a blind box number? ☐ Estimated payment enclosed ☐
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Slalom del Camacho VII trophy winners

Class A (23)	Sprite	ROCA	1:04.85
1. C. Gillan	Ren. Alpine	PSCC	1:05.22
2. W. Stone	Sprite	RAM	1:05.92
3. E. Rodemsky			
Class B (6)	MG-TD	----	1:09.59
1. D. Lee			
Class C (27)	MGA	SDAD	1:05.51
1. R. Werle	Porsche	POC	1:07.25
2. W. Harper	Porsche	POC	1:07.97
3. A. Huston	MGA	SDAD	1:07.98
4. L. Crumb			
Class D (28)	TR-3	ROCA	1:07.29
1. P. Flynn	A-H	GFCCA	1:07.57
2. M. Doherty	MGA MKII	PSCC	1:08.05
3. C. Alexander	TR-3	RAM	1:08.99
4. L. McCormack			
Class E (12)	Jaguar	JOC	1:07.82
1. B. Vincent	Corvette	SCCA	1:11.40
2. D. Danon			
Class F (15)	NSU Prinz	PSCC	1:07.14
1. L. Kelso	Morris 850	GFCCA	1:07.15
2. B. Coops			
Class G (6)	Volvo	CASOC	1:09.55
1. H. DuRae			
Class H (4)	Renault 4CV	ROCA	1:02.52
1. D. Lehmann	Flat-Abarth	PSCC	1:09.12
Class AW & CW (8)			
1. M. Rouen	A-H	PSCC	1:15.57
Class DW & EW (5)			
1. S. Mc Cosh	NSU Prinz	PSCC	1:12.22
Class FW & HW (4)			
1. T. Kelso			

'63 Races OK'd

Continued from page 3

rican cars in races and rallies all over the world.

The Committee scheduled its next quarterly board meeting for Nov. 2 in New York City.

DATE	EVENT & CAR CATEGORY	SANCTIONING BODY
January 19	Riverside, Calif., 250-mile race (GT II-III, S)	SCCA
January 20	Riverside, Calif., 500-mile race (T)	TO BE ANNOUNCED
February 16	Daytona, Fla., 250-mile race (GT, S)	SCCA
February 17	(a) Daytona, Fla., 3-Hour Continental (GT II-III)	SCCA
February 24	Daytona, Fla., "500" (T)	NASCAR
March 8-9	(a) Riverside, Calif., 8-Hour Race (GT I-II-III)	SCCA
March 22	(a) Sebring, Fla., 3-Hour Race (GT I)	SCCA
March 23	(a) Sebring, Fla., 12-Hour Race (GT II-III)	SCCA
March 31	Bossier City, La. (C, S, F Jr.)	USAC
April 1-8	Mobil Economy Run (T)	USAC
May 30	INDIANAPOLIS "500" (C)	USAC
July 4	Daytona "400" (T)	NASCAR
July 27-28	Indianapolis Race Park (C, S, F Jr.)	USAC
September 14-15 (a)	Bridgehampton, N. Y., (GT I-II-III)	SCCA
September 28-29	Pacific Raceways, Kent, Wash. (C, S, F Jr.)	USAC
October 6	United States Grand Prix, Watkins Glen, N.Y. (FI) (Counting for points towards the FIA World Driver's Championship and the Manufacturer's Championship for Formula One cars.)	SCCA
October 12-13	Riverside (S, F Jr.)	USAC
October 19-20	Laguna Seca (S, F Jr.)	TO BE ANNOUNCED
November 9-10	Caguas, Puerto Rico (GT, S)	SCCA

(a) Races counting for points towards the FIA International Manufacturer's Championship for Grand Touring cars.

The Federation Internationale de l'Automobile is the only international organization dealing in all aspects of automotive progress. It is a representative assembly of the national automobile clubs of 63 countries.

The Commission Sportive Internationale is the division of FIA which has the responsibility for developing and organizing motor sports. The Automobile Competition Committee for the U.S., Inc., is the CSI affiliate in this country. The American Automobile Association is FIA's U.S. representative for all other automotive activities.

Committee membership is made up of: Charles Moran, Jr., president; Thomas W. Binford, vice president (USAC president); George C. Rand, secretary-treasurer; Henry Banks (USAC competition director); Tracy Bird (immediate past SCCA chairman

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The following is stolen from one of my favorite British magazines, THE MOTOR (thanks to Sports Editor PHILIP A. TURNER); "Honda, the Japanese concern who get so much power from small racing motorcycle engines, are well ahead with designs for a Grand Prix car. Amongst their research projects is a water-cooled V8 with the cylinder blocks at an angle of 135 degrees (i.e. very nearly flat). According to the German paper AUTO MOTOR UND SPORT they are trying two types of desmodromic valve gear including one based very closely on that of the 1955 G.P. Mercedes. One engine has four twin-choke Webers but another is being developed with fuel injection. The first V8 is said to have revved to 11,400rpm on the bench, giving a maximum power of 209bhp at 10,600, but Honda engineers hope for 220bhp and 12,000rpm by the end of the summer. They have ordered a six-speed gearbox from Colotti, but they have a six-speed box of their own under development with a ratchet type of change as used in Dr. Porsche's Cisitalia Grand Prix car which never raced ---there is no gate and changes are made as in a motorcycle, the driver simply pushing or pulling the lever.

"The body has been developed in Honda's own wind tunnel and the driver will lie very flat as in, say, a Lotus. Inboard disc brakes front and rear will probably be from either Girling or Dunlop."

ACCUS agreed on the following major dates for full international events to take place in the U.S. These have been forwarded to FIA headquarters in Paris for ultimate ratification at the Sporting Commission meeting in Paris in early October.

GRAHAM HILL

Continued from page 1

start, drove like Jack the Bear. From last, he hurtled to only 15s. behind the leaders and was gaining five or more seconds a lap. But, as the race progressed, Hill pulled away from the opposition.

Two cars making their maiden appearances retired. They were a new Ferrari, driven by Italian Lorenzo Bandini, and Jack Brabham's Brabham machine. The former lasted 3 1/2 laps (he had fastest lap up to that time), then spun and smashed in the front end. Ex-champion Brabham broke down on the ninth lap. There were 11 breakdowns out of the 24 starters.

Because of the downpour, start of the race was delayed more than one hour. Shortly after the start, the water came down again.

The weather failed to dampen the interest of the massive crowd of 300,000. Three hours before the start of the race, all of the parking lots were jammed ---and the rain was heavier then.

DRAG RACERS EYE RECORD

Jeep Hampshire, Reseda, will attempt to smash the San Fernando track record of 185mph on one-fourth mile. Last week he won top honors at a speed of 184-42 in 8.74 seconds.

DODGE AWARDS

INDIANAPOLIS, - The Dodge Dealers of Indianapolis announce they are contributing three of the new Dodge RamCharger 413cu. in engines as prizes for the Eighth Annual Nationals that begin Aug. 31, at Raceway Park here.

2-Liter Maserati

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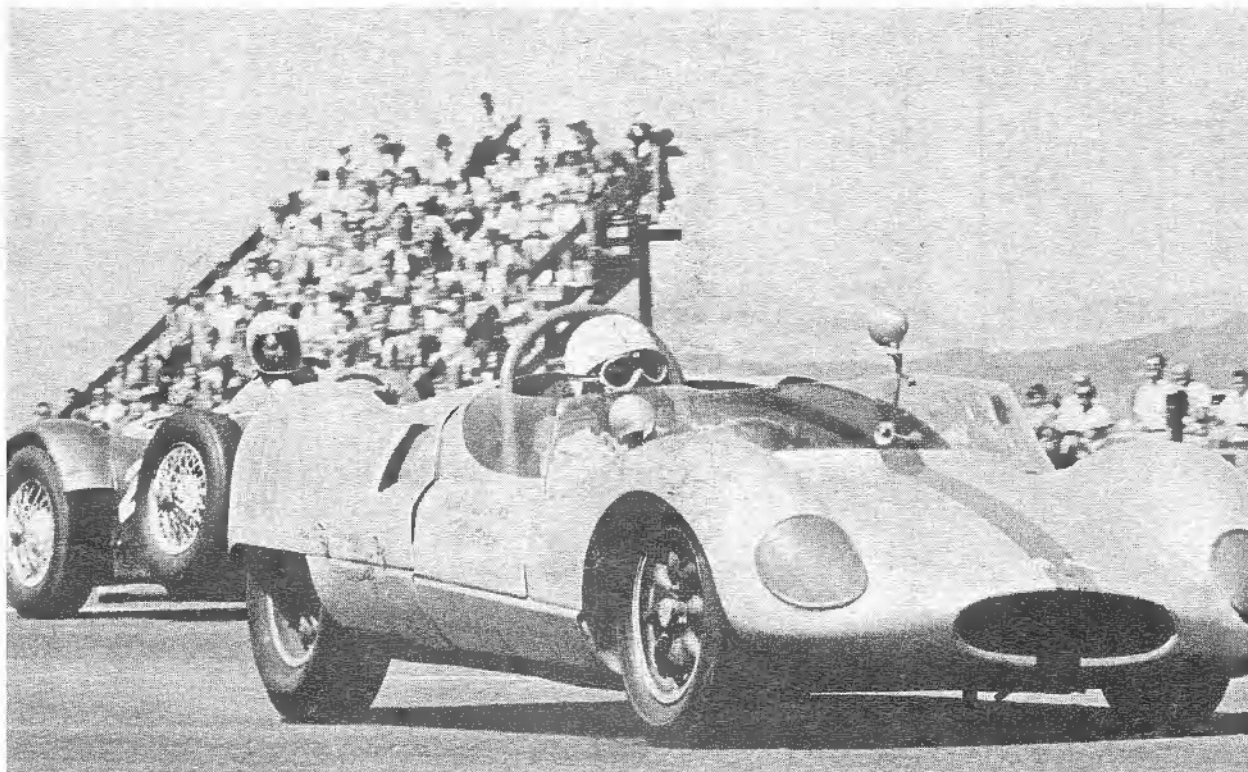
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FOURTH STRAIGHT for George Grinzewitch in Cooper Monaco.

(Photo by Pete Bird)

Grinzewitch Winner At Cotati

By **PETE BIRRO**
Special to **MOTORACING**

COTATI, Calif., - Aug. 12 --- George Grinzewitch, 27-year-old Sacramento auto dealer, took home the tallest trophy for his efforts today, as he outblasted and outlasted the field, winning his fourth consecutive modified race here today. Driving a 2-liter Cooper Monaco, he averaged 71.1mph for the tight five-turn course.

Pre-race book, even though Grinzewitch had won Saturday's qualifying go, was riding with course record holder Don Hulette, who failed to go Saturday because of troubles with a newly-installed fuel injection system on his Jag-Chevy Spl. Hulette flew back to Los Angeles Saturday night and not only had time to whip his injector troubles, but took in the Rams football game

as well. Another due for a win was Peter Culkin's Chevy-Mercedes (ex-Porter Bomb). Pete's menacing mount was frightening on the straight, as it roared past anything and everything in its path, breaking loose even in top gear.

The start found Culkin drag racing Ted Petersen (Lister-Jag) into turn one, with workers and photographers, as well as free-loaders around the water cooler (it was in the 90's), taking cover. Petersen was able to go into one deeper than Pete, consequently coming out ahead, but again onto the 3700ft. straight and Culkin would toss another log on the fire and roar by. Meanwhile, Hulette, who had started last, was now tailing Culkin and Petersen, just a few lengths back with Grinzewitch, behind Hulette, playing the waiting scene.

First to bite the dust was Petersen, with clutch trouble.

Then, at the halfway point, Culkin's brakes began to show the strain. Grinzewitch appeared from nowhere, taking the inside line into one and passed both Culkin and Hulette for the lead. Hulette was having his problems with an oil leak. Every time Don got on the straight he would be seen wiping the spray from his face shield. He said later, "The oil was all over everything, my feet kept slipping off the pedals!" Fun!

Soon even Grinzewitch was running out of brakes, pumping like mad trying to shut down coming off the straight. However, with no one left in real contention, George was able to finish, still in the lead, even with his troubles. Hulette managed to slip (literally) past Culkin for show money, while Jay Naismith put his 2-liter Birdcage in fourth and Harry Banta took first in G, fifth overall in a new BMC Genie.